



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

July 6, 2004

Ordinance 14960

Proposed No. 2004-0250.2

Sponsors Pelz

1 AN ORDINANCE authorizing the King County executive
2 to execute an amendment to the 1976 Memorandum
3 Agreement regarding the Interstate 90 (I-90) corridor.
4
5

6 **STATEMENT OF FACTS:**

- 7 1. The cities of Bellevue, Mercer Island and Seattle, King County and the
8 Washington state Transportation Commission ("the parties") executed an
9 agreement in 1976 that led to the eventual construction of Interstate 90
10 across Lake Washington.
- 11 2. The parties desire to amend the 1976 agreement to reflect current and
12 future conditions along the corridor.
- 13 3. The parties desire to add Sound Transit as a signatory to this 2004
14 amendment, but not to the underlying agreement.
- 15 4. Sound Transit's Regional Express program includes a project to
16 provide an all-day, two-way transit and high-occupancy vehicle ("HOV")
17 facility on I-90 between Seattle, Mercer Island and Bellevue.

18 5. Sound Transit, the Washington state Department of Transportation and
19 the Federal Highway Administration, in consultation with the other
20 parties, examined alternative configurations for I-90, and on April 25,
21 2003, issued a draft environmental impact statement to satisfy the
22 requirements of both the National Environmental Policy Act and the
23 Washington State Environmental Policy Act.

24 6. The Federal Highway Administration signed the Final Environmental
25 Impact Statement for the I-90 Two-Way Transit and HOV Operations
26 project on April 27, 2004.

27 7. All parties agree that the current configuration and operation of I-90
28 between Bellevue, Mercer Island and Seattle does not address today's
29 demands and expected growth in the region; and a new configuration that
30 helps move more people and goods is imperative to manage congestion on
31 what is the busiest east-west corridor in the region.

32 8. All parties agree that Alternative R-8A with High Capacity Transit
33 deployed in the center lanes is the ultimate configuration for I-90 between
34 Seattle, Mercer Island and Bellevue.

35 9. All parties agree that upon adoption of the Memorandum Agreement
36 amendment, the R8A alignment shall be constructed as soon as funding is
37 acquired. This shall be the first step toward the ultimate configuration.

38 10. King County is committed to seeking funding for the implementation
39 of High Capacity Transit simultaneously with the implementation of
40 Alternative R-8A.

41 11. All parties agree that the center roadway shall then be converted to
42 two-way high-capacity transit operation based on outcome of studies, and
43 on approval of funding.

44 12. King County calls on Sound Transit to assess light rail, monorail, and
45 bus rapid transit as technologies for meeting the need for high capacity
46 transit operating in a dedicated right-of-way in the corridor.

47 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

48 SECTION 1. The King County executive is hereby authorized to execute an

Ordinance 14960

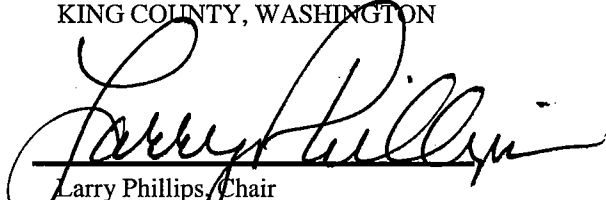
49 amendment to the 1976 Memorandum Agreement regarding the I-90 corridor as attached
50 in Attachment A to this ordinance.

51


Ordinance 14960 was introduced on 5/24/2004 and passed by the Metropolitan King
County Council on 7/6/2004, by the following vote:

Yes: 12 - Mr. Phillips, Ms. Edmonds, Mr. von Reichbauer, Ms. Lambert, Mr.
Pelz, Mr. Ferguson, Mr. Hammond, Mr. Gossett, Ms. Hague, Mr. Irons, Ms.
Patterson and Mr. Constantine
No: 1 - Mr. McKenna
Excused: 0

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON


Larry Phillips, Chair

ATTEST:


Anne Noris, Clerk of the Council

APPROVED this 14 day of July, 2004.


Ron Sims, County Executive

RECEIVED
2004 JUL 16 PM 3:08
CLERK
KING COUNTY COUNCIL

Attachments A. Amendment to 1976 Memorandum Agreement, dated June 30, 2004

**Revised Attachment A. 2004-0250
JUNE 30, 2004**

Amendment to 1976 Memorandum Agreement

WHEREAS, the Cities of Seattle, Mercer Island and Bellevue; King County; by and through their respective governing bodies and the Washington State Transportation Commission (hereinafter "the Commission") desire to amend the existing Memorandum Agreement (the Agreement) signed by all parties in 1976 to reflect current and future conditions and demands along the Interstate 90 (I-90) corridor between Bellevue and Seattle crossing Lake Washington via Mercer Island (the "I-90 Corridor"), including increased travel growth, changes in travel patterns, and a reduction in transit reliability; and

WHEREAS, there is a desire among the parties and Sound Transit to add Sound Transit as the Regional Transit Authority with responsibility for High Capacity Transit as a signatory to this 2004 Amendment, but not to the underlying 1976 Agreement, given its role in the region generally and the I-90 Corridor specifically; and

WHEREAS, all parties recognize the I-90 facility as a key interstate corridor connecting the East and West Coasts, Eastern and Western Washington, and recognize its importance as a critical link between major urban centers in King County, and the only means of mobility to and from Mercer Island; and

WHEREAS, all parties acknowledge I-90 as a critical transportation link vital to the economy of the region and the state by providing for the movement of people and goods within the region; and

WHEREAS, all parties agree that the current configuration and operation of I-90 between Bellevue, Mercer Island and Seattle does not address today's demands and expected growth in the region; and a new configuration that helps move more people and goods is imperative to manage congestion on what is the busiest east-west corridor in the region; and

WHEREAS, all parties recognize the importance of the environment and thereby seek to preserve and enhance its quality; and

WHEREAS, all parties agree that the ultimate configuration for I-90 between Bellevue, Mercer Island and Seattle should be defined as High Capacity Transit in the center roadway and HOV lanes in the outer roadways; and further agree that High Capacity Transit for this purpose is defined as a transit system operating in dedicated right-of-way such as light rail, monorail, or a substantially equivalent system; and

WHEREAS, all parties agree to work cooperatively to secure funding at local, regional, state, and federal levels to fully fund both parts of the ultimate configuration of the "I-90 Corridor" (HOV lanes on the outer roadway and High Capacity Transit in the center roadway); and

WHEREAS, all parties have studied many alternatives as participants on the Steering Committee for Sound Transit and the Washington State Department of Transportation's (WSDOT) I-90 Two-Way Transit and HOV Operations Project (Project), and all parties agree that building HOV lanes on the outer roadways as identified as Alternative R-8A as set forth in the April 25, 2003 Draft Environmental Impact Statement (DEIS) prepared for the project, is an essential first step toward achieving the ultimate configuration; and

WHEREAS, all parties acknowledge that the ultimate configuration is consistent with the region's transportation action plan, Destination 2030, which focuses on integrated multi-modal transportation systems; describing facilities that weave parts of the region together by crossing county or city boundaries or access major regional activity centers as critical to the region's transportation system; and specifically calls for safety, maintenance and capacity investments on I-90 between I-5 and I-405; and high capacity transit in the "I-90 Corridor" between Seattle and Bellevue; and

WHEREAS, all parties agree that I-90 is an integral piece of the regional bike network, providing the only bicycle-pedestrian path across Lake Washington; that the preferred alternative maintains a ten foot bicycle lane as part of providing optimal multi-modal travel in the I-90 corridor for cyclists and pedestrians; and

WHEREAS, the Cities of Bellevue, Mercer Island and Seattle; King County; Sound Transit and the Washington State Transportation Commission, as participants of the I-90 Steering Committee, having conducted a thorough evaluation of the performance and benefits of the alternatives, agree that Alternative R-8A has been shown to improve regional mobility by providing reliable and safe two-way transit and high occupancy vehicle operations on I-90 between Bellevue, Mercer Island and Seattle, and mobility for Mercer Island, while minimizing impacts to the environment, to other users, and to other transportation modes; and is an essential first step toward implementing High Capacity Transit in the I-90 corridor;

NOW THEREFORE BE IT RESOLVED, the parties to this 2004 Amendment agree to the following principles regarding future development of the I-90 Corridor between Seattle and Bellevue:

1. Alternative R-8A with High Capacity Transit deployed in the center lanes is the ultimate configuration for I-90 in this segment;
2. Construction of R-8A should occur as soon as possible as a first step to the ultimate configuration;
3. Upon adoption of R-8A, move as quickly as possible to implement High Capacity Transit in the center lanes;
4. Commit to the earliest possible conversion of center roadway to two-way High Capacity Transit operation based on outcome of studies and funding approvals.
5. Minimize construction impacts to the existing bicycle/pedestrian path, and maintain safe access to the path during construction;

- 6. Maintain the existing width of the bicycle/pedestrian path and to install screen treatments to create a safe barrier between the path users and vehicular traffic; and
- 7. To the extent of any loss of mobility to and from Mercer Island based on the outcome of studies, additional transit facilities and services such as additional bus service, parking available for Mercer Island residents, and other measures shall be identified and satisfactorily addressed at the time the center roadway converts to High Capacity Transit.

King County

By: _____

Its: _____

City of Bellevue

By: _____

Its: _____

City of Mercer Island

By: _____

Its: _____

Washington State
Transportation Commission

By: _____

Its: _____

City of Seattle

By: _____

Its: _____

Central Puget Sound
Regional Transit Authority

By: _____

Its: _____